

POMRIL
Pure Non-alcoholic
APPLE JUICE.
Per Dozen Quarts \$6.00
Per Dozen Pints \$3.50
H. Price & Co.

The China Mail

ESTABLISHED 1845.

CLUB WHISKY
Finest Value in the Colony.
\$14.00 Per Dozen
H. Price & Co.

No. 13,149. 號四廿月五年五零百九千一英 HONGKONG, WEDNESDAY, MAY 24, 1905. 日一廿月四年巳乙 PRICE, \$3.00 Per Month.

MACWEEN, FRICKEL & CO.
FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET,
Hongkong, December 5, 1904. 1815

Intimations.
NOTICE.
MR. SCHILTO SWART has this day
been authorized to sign our Firm
per procuration.
EAST ASIATIC TRADING CO.,
G. HARLING,
General Manager.
Hongkong, May 24, 1905. 1008

NOTICE.
AS MR. HERMAN PAULUS Contract
with our Firm terminates this day
by mutual agreement he ceases to sign our
Firm per procuration.
EAST ASIATIC TRADING CO.,
G. HARLING,
General Manager.
Hongkong, May 20, 1905. 1009


NOTICE.
THE INTEREST AND RESPONSIBILITY
OF MR. HARRY BUCK in our
Firm ceased on the 1st May, 1905.
JOHN D. HUMPHREYS & SON,
Hongkong, May 17, 1905. 980

HONGKONG CITY GODOWN.
WE receive all kinds of non-hazardous
goods for Storage in well ventilated
and lighted EUROPEAN FIRST CLASS
GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 8% only.
For particulars apply to
LUTHERS, ELMSTAM & CO.
Hongkong, May 13, 1905. 960

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.
WE are to notify the Public generally
of Hongkong that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
specialty.
JOHN B. BARNES, Proprietor.
Hongkong, April 19, 1905. 182

ROYAL TOBACCO FACTORY.
9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of
TURKISH TOBACCO. Our EGYPTIAN
CIGARETTES are Fresh, as we
make them every day. We can recommend
them as being the best. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
J. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 325

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.
14, QUEEN'S ROAD, FIRST FLOOR.
HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
low figure of \$1.00 each, 5% on wholesale
orders.
The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.
WE DEFY COMPETITION.
Inspection Invited.
Hongkong, March 3, 1905. 458

THE POPULAR SCOTCH
IS
'BLACK & WHITE'

JAMES BUCHANAN & CO.
Whisky Distillers
By Appointment to
H.M. THE KING
and
THE PRINCE OF WALES
Supplied at all the Leading Clubs and
Hotels, and to be obtained from **LANE**
CRAWFORD & Co., Queen's Road
Central.

Business Notices.
W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
Works: 440 KOWLOON BAY. Offices & Stores: No. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,335 tons, Captain R. D. Thomas.
s.s. PATSIAN, 2,260 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Leslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HUNGSHAN, 1,995 tons, Captain W. L. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sunday at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 8 a.m., and
returning from Macao at 7 p.m.
Canton-Macao Line.
s.s. HUNGSHAN, 219 tons, Captain B. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

Canton-Wuchow Line.
s.s. SALNAM, 593 tons, Captain J. Wilcox.
s.s. NANNING, 640 tons, Captain G. Bachelart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.


Hongkong-Wuchow Line.
The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE
Agents, **CHINA NAVIGATION CO., LTD.**

PELHAM HOUSE.
PRIVATE HOTEL, CENTRALLY SITUATED.
TO REE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 5, 1904. 1335

HARRIS KEENEY COMPANY
BE to announce that they HAVE OPENED a SHOW ROOM in PEDDER
STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD
FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 25, 1905. 19

IF YOU WANT A GOOD STEAK
VISIT
SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 29, 1905. 579

FIVE POINTS
ABOUT
'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1282


BOVRIL
"Here's to the health of every
man, woman, and child in the
land."
To be obtained at all Grocers, and at
Homes, &c., throughout Hongkong, China
and Japan.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
Beware of Imitations. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE—6, DES VŒUX ROAD.

LANE CRAWFORD & CO.
LADIES' DEPARTMENT.
WE HAVE JUST RECEIVED
A NEW SHIPMENT OF
SUMMER COSTUMES.
IN WHITE AND COLOURED MUSLIN,
Embroidered Linen & Voile, Coloured Delaine, etc.
EXCEPTIONAL VALUE. INSPECTION INVITED.
LANE, CRAWFORD & CO.
STAG HOTEL,
148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 8, 1904. 1985

The Peak Hotel
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms: From 12s. per day. TOWN OFFICE—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL'. 18

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmonious, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 8763 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

N. LAZARUS, 10, D'AGUIAR STREET, HONGKONG.
OPTICIAN.
EIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
Hongkong, October 1, 1904. A. S. TUXFORD, Manager. 1797

CLARK'S STUDIO,
4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALTY.
Hongkong, October 5, 1904. 1812

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905. 804

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
WHITE WINES.
Graves... Per Case Quarts \$ 9.00
Cuvée's Superior... 11.00
Sauternes... 9.00
Sauternes Superior... 11.00
Chateau La Tour De l'ile... 18.00
Chablis... 18.00
Moussault... 25.00
Moutonnet... 32.50
N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to
our Customers all the advantages accruing from bottlings done at Home under the direct
supervision of the Growers and Distillers as compared to bottlings in China by Chinese
men at the Service of European Firms.
34, QUEEN'S ROAD CENTRAL, First Floor.
(W. Powell & Co.'s Old Premises).
Hongkong, May 24, 1905. 2110

Business Notices.
GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT
Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 250 lbs. net, ex Factory.
Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2858

FAIRALL & CO.
SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF
CHILDREN'S SHOES & SANDALS.
DRESSMAKING A SPECIALITY.
12, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1066

HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER. 37

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well-Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, August 1, 1904. 1418

'NESTOR' SANITARY FLUID.
A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.
THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
The Navy as I Know It, by Free-
man... \$13.50
New Wall Map of China in Sheets 14 00
Marine Engines and Boilers, by Bauer
and Robertson... 19.50
Murray's Guide to India, Ceylon, &c. 16.00
Darwin's Variations, Animals Plants,
&c.; 2 Vols... 4.50
Outdoor Handy Book, by Board... 4.70
The Mechanisms of the Myo-art, by
Geel Lower... 3.50
Iliad and its Mysteries, by Waddell 20.00
Macao; the Holy City, &c., by
Dyer Ball... 1.75
Foster's Bridge Manual and Bridge
Tactics, each... 2.70
The Coming Conquest of England;
Cloth... 2.00
Engineer's Year Book 1905... 5.90
View Book of Hongkong, Canton
and Macao—24 Views... 1.00
SEALING PRESSES AND SEALS.
LEATHER FILES.
BURY COURT NOTE PAPER AND ENVELOPES.
GLOV. BLACK TYPEWRITERS.
THE FAY-SHOLLS TYPEWRITERS.
TYPEWRITER MATERIALS IN GREAT
VARIETY.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT
MERCHANTS,
15, Queen's Road.
ESTABLISHED—1864
Hongkong, April 28, 1905. Telephone No. 75.

TAN SAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS

AT TAKARADZKA

J. CLIFFORD-WILKINSON,

KOBE, JAPAN.

Per Case of 48 Bottles..... \$6.00
 For Case of 100 Bottles..... \$8.00

Natural Sparkling Tonic Table Water either taken by itself or mixed with Wine, Spirits, Stout or Milk, is refreshing in taste and highly beneficial in all cases of indigestion and debility.

Excursory properties: Gout, Dyspepsia, Rheumatism, Anemia can be testified to by those who have derived great benefit by its use from time to time.

'NIWO'

A NATURAL MEDICINAL WATER.

BOTTLED AT THE SPRINGS

AT TAKARADZKA, BY

J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commends its use before any other Mineral water.

FOR CONSTIPATION: Take a tumbler full of water before rising.

FOR COOL: Take half a tumbler full of water after meals and before retiring.

FOR HEARTBURN, OR FLATULENCY: Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION: Take a tumbler full before rising and retiring.

8.00 a case of 48 Bottles.
 2.60 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,

Sole Agents for Hongkong: Hongkong, January 3, 1905.

WM. POWELL,

LIMITED.

GENTLEMEN'S

DEPARTMENT

28, QUEEN'S ROAD.

NEW

ZEPHYR SHIRTS.

CELLULAR SINGLETS.

PITH,

CORK and

RUBBER

HELMETS.

BUCKSKIN

and

CANVAS BOOTS.

BATHING

COSTUMES,

etc., etc., etc.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED.

HONGKONG.



BOTTLED ALES AND BEERS.

Ind Cooper per doz. 2 per doz.
 Co. Ale 8. Pts. \$15.00 \$7.10
 Bass, Light 4. Qts. 15.00 4.50
 Do. 8. Pts. 15.00 2.50
 Bess, Bottled 8. Pts. 15.00 3.50
 Head 4. Qts. 15.00 4.15
 Do. 8. Pts. 15.00 2.75
 Pilsener 6. Pts. 15.00 2.70
 Filson 4. Qts. 15.00 4.15
 Do. 8. Pts. 15.00 2.75
 Blatz, American 0. Qts. 27.00 4.00
 Do. 10. Pts. 28.00 2.85
 Yebisu Japanese 8. Pts. 15.00 2.50
 Light 4. Qts. 15.00 4.15

BOTTLED STOUT.

Ind Cooper & Co. 8. Pts. \$18.00 \$9.35
 Guinness, Extra 4. Qts. 19.00 5.00
 Head 8. Pts. 24.00 3.00

H. PRICE & CO.,

12, Queen's Road Central.

158

MEMOS. FOR TO-MORROW.

Auctions.

10 a.m.—Auction of Sundry Naval, Victualling, Stores at H.M. Naval Yard.

2.30 p.m.—Auction of Household Furniture, etc., at Mr. V. I. Remedios' Sales Rooms.

3 p.m.—Auction of Valuable Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

General Memoranda.

SATURDAY, May 21.

11.30 a.m.—Meeting of A. S. Watson & Co., Ltd., at Co.'s Office.

12.15 p.m.—Meeting of Star Ferry Co., Ltd., in City Hall.

2 p.m.—Auction of Household Furniture, at Nos. 2, 3, 4, 5, 6, 7, Pedder's Hill.

2.30 p.m.—Auction of Ladies' Dress Materials, etc., at Mr. V. I. Remedios' Sales Rooms.

MONDAY, May 22.

5.15 p.m.—Meeting of Bowling Club, Ltd., at Club Premises.

Goods per *Manchuria* not cleared on this date subject to rent.Goods per *Manchuria* undelivered after this date subject to rent.

TUESDAY, May 23.

Goods per *Manchuria* undelivered after this date subject to rent.

WEDNESDAY, May 24.

3 p.m.—Auction of Valuable Reclamation Property at Messrs Hughes & Hough's Sales Rooms.

MONDAY, June 5.

2 p.m.—Auction of Valuable Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

15



WATSON'S

VERY OLD LIQUEUR

SCOTCH WHISKY.

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

and MELLOWNESS

attained only by

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen.....\$18.50.

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, WEDNESDAY, MAY 24, 1905.

EDITORIAL COMMENT.

The condition—that is, dilapidated the dilapidated and out-rickshaw, at the elbow condition—of the average ricksha seen in the streets of Hongkong to-day, is an object of delight for any man of fastidious tastes, be he resident or visitor, of uncontrolable enthusiasm to the more susceptible eyes of ladies, who cannot but be attracted to this stately and artistic velocipede. The London "growler" with its worn-out hack, and even more worn-out harness, its grimy exterior and even more grimy and stuffy interior, controlled by a Jehu, whose love of beer is discovered by his husky voice and reddened nose, and is only equalled by his love of extra shillings, is a veritable victoria or brougham, compared with the tattered, loose-jointed ricksha, which to-day plays for hire in the streets of Hongkong. We are sometimes inclined to boast of the immunity from official control which we Britishers enjoy, and smile with complacency at others who do not participate in this freedom. But official control is not always an unalloyed evil. One has but to glance at the excellent condition in which the ricksha is kept at Macao, to understand the reference. It is substantial, commodious, clean, and attractive. A judicious blending of colours—red and brown predominate—makes the ricksha pleasing to the eye. The strip of carpet for the feet, and the rattan-covered cushion completes the equipment, and guarantees both comfort and cleanliness. If we contrast with this the vehicles in which we ride here, the effect is startling. Those native-made, with their green bodies and white wheels, are small, inelegant, uncomfortable, and not too safe, for there are few of us who have not been flung into the street, in consequence of the ease with which the narrow, thing will overturn with the slightest provocation. The competitor in the field—those made in Japan—though they are somewhat larger, and when new, a trifle more attractive, after a spell of wear and tear, of wind and rain, of dust and grime, look even more gummy and frowsy than the "things Chinese." As one steps into a vehicle of this kind, one discovers that the cushion is worn through, that the joints are rickety, and that the whole concern is flimsy. When one leaps out it is necessary at once to call in the aid of the wheelman, in order to repair the damage made on one's clothes from which there is no escape. We have been informed that all the rickshas in Hongkong are owned by a few rich Chinese, to whom government licenses are issued, for which a small sum is paid per annum. The owners of these vehicles therefore let them out to coolies, each of whom, it is said, pays for the use of a single ricksha sixty cents per day. If therefore a Chinese owns fifty rickshas, and it is safe to assume that he does not allow any of them to remain idle, his earnings will be about thirty dollars daily. Now fifty of these cheap things can, without doubt be purchased for about three thousand dollars. If, therefore, each earns thirty dollars per day for the three hundred and sixty-five days of the year, the income is more than ten thousand dollars. It would appear then that a capital outlay of about three thousand dollars will secure an income, from which the only deduction is the small license paid to the government of about ten thousand dollars per annum. No excuse, therefore, can be adduced, which would warrant an owner keeping such disreputable

able, ragged, scarecrow, rickshas, as are now to be seen on the streets. We have heard it hinted that when additional licenses are desired, a few good ones are kept for this purpose, which, having been duly numbered and passed, are supposed to take their places on the streets. It is said that when these numbers have been granted, they are transferred to antiquated, dilapidated, rickshas, and those presented at the government office are kept in stock, when, after being numbered, they will do duty again another time. We cannot, however, vouch for the correctness of this statement. A few years ago the owners of exceedingly dilapidated rickshas managed to get rid of them at a good price. Enterprising individuals took them into the country, and dragged bejolted travellers over unkept roads outside Canton and other cities. These rickshas, with odd wheels and from which, at times an odd wheel would suddenly part company from its fellow, were popular for a time notwithstanding, for they were looked on as a foreign invention and were, therefore, welcomed. After a little experience, however, Chinese gentlemen would not risk their not too closely knit anatomy to the possible contingency of being shaken into a heap of bones, inside the skin, and so the trade collapsed. At present the most tattered ricksha is kept at its work of earning sixty cents per day, or perhaps, having been retired from the active list, it is let out a little more cheaply, and so whilst it hangs together, it stands temptingly, at the service of the eager foreigner. On the whole, it would seem time that the government should have the entire lot overhauled, the worst condemned, and the remainder made possible for the use of the public.

LOCAL AND COAST NEWS.

The English and German Mails of the 22nd and 23rd April were delivered in London on the 29th and 30th May.

Four Russians escaped from the Fuku-shima prisoners' depot about May 8, but were captured two days later in the hills near Toyooka.

Martial Law in Formosa.

The following Imperial Ordinance, No. 164, was issued on May 12 proclaiming martial law in Formosa:—

'The whole of the island of Formosa (the Pescadores group excepted) and the sea along the coast of the island is declared within the zone of campaign, and the Law of Siege will be put in force there from the date of the issue of this present Ordinance.

'The Governor General of Formosa is appointed the Commander of the zone of siege. In the absence of the Governor-General, the Commander of the garrison of Formosa will take command.

Conditions in Formosa.

The steamer "Tanco," chartered by the Osaka Shosen Kaisha, arrived at Mii on the 12th instant from Formosa, having on board a hundred women and children who have been removed from the Pescadores. Passengers on the steamer report that the insurance rate on goods sent from Amoy and Takao to South China ports have risen to more than 35 per cent since the appearance of the Baltic fleet, and the shipment of rice and sugar is almost entirely stopped in consequence.

What is badly wanted in Formosa at present is timber, as its importation from Japan had entirely ceased. It was expected, however, to obtain supplies from Foochow.

A Gallant Rescue.

An instance of commendable gallantry is recorded in the China Times. During a gale recently, when the passengers were going on board the steamship "Shuntien" at Tungkai, a French lady who was being escorted by an officer was blown off the gangway into the water. She was carried down the river by the tide, and was drifting away, when Mr. McKenzie, the second engineer of the "Shuntien," heavily jumped overboard and rescued her. He swam to the shore with her, and she was taken on board the steamer, where she fainted. Several other ladies, who were already on board, saw the accident, and fainted also. But fortunately no one was seriously the worse for the contretemps.

STEARN'S HEADACHE CURE.

It is obtained from all dispensaries (quickly by post). Never be without the Genuine.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It cures coughs and cures quickly. For sale by All Dealers, War-kins & Co., Ltd., General Agents.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

[SUPPLIED BY REUTER via HONKAY.]

[Received on May 23, at 9.40 p.m.]

THE ABYSSINIAN QUESTION.

NO RAILWAY MONOPOLY.

England, France and Italy Active.

LONDON, May 23, 5.3 p.m.

Router's correspondent at Paris states that England, France and Italy are negotiating with Emperor Menelik of Abyssinia for a railway convention, the object of which is to prevent any nation securing a railway monopoly, which would be detrimental to the rest of the Powers.

The convention has already been drafted, and it is expected that the signatures will be affixed thereto in a few days.

[REUTER'S SERVICE.]

THE JAPANESE HOUSE TAX.

Award Against Japan.

LONDON, May 22.

The Japanese House Tax award has been given against Japan. It is declared that the treaties and agreements submitted to the tribunal, exempt both lands in foreign concessions, of which the Government has granted perpetual leases, and the existing and future buildings thereon, from all imposts and liabilities not specified in the leases. Dr. Motono has recorded his dissent.

A LAUNCH CAPSIZES.

Three Hundred Lives Lost.

Writing on May 15, the Nippo correspondent of the N. O. Daily News says:—

An awful catastrophe occurred here this noon. About 1 p.m. the steam launch "Nippo" was leaving her pontoon crowded with 300 to 400 passengers, most of whom were going to Chinai to see a famous procession or, vice versa, just as she was turning round the launch turned turtle and sank at once. Only forty or fifty persons were saved; the rest were drowned. The launch presented a pitiable sight of weeping women, friends, and relatives. Divers have been set at work to recover the bodies. When the boat capsized, she turned completely over. This prevented any escape of passengers who were on the lower decks and cabins. Being now resting on her back, the launch was being towed to the beach, so that at floodtide she may be dragged close to the Bund where, at low water, most of the cabins can be reached and the bodies recovered. The estimate given is only too likely to prove correct. The steam launch ought only to carry 135 passengers, but it is said she had over 300 on board. Many stories of Chinese heroism are told. When the small steamer turned over, about four minutes elapsed before she sank. During this time many were rescued by Chinese at the risk of their own lives. It seems the commanders of the boat had shut all the doors of the saloon and cabins to prevent any more passengers entering. This undoubtedly caused greater loss of life.

The native officials and foreign Customs officers have worked energetically and continuously during the past 24 hours. The Chinese gunboat, the "Chow," has also come up from Chinai, and her crew are assisting in raising the boat. Some families have lost four and some as many as eight members. The Wei at Chinai has been stopped by order of the Taisi.

Refugees From the Pescadores.

A typical dispatch to the Taisi states that the steamer "Wakana-maru" called at Kelung on the 9th instant, and landed there about forty of the passengers, taking the rest to Japan. More than one half of the passengers were women, and almost all the Japanese families settled in the Pescadores have left the islands.

STEARNS' WINE represents both Cod Liver Oil and Iron, and can be taken with especial benefit in Anemia. It cures.

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in full substance. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers. WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

[SUPPLIED BY REUTER via HONKAY.]

[Received on May 23, at 9.40 p.m.]

THE BALTIC FLEET.

FRENCH ADMIRAL INVESTIGATES.

No Signs of the Russians off Annam.

LONDON, May 23, 5.8 p.m.

Admiral de Jonquieres, second in command of the French Squadron in Far Eastern waters, has returned to Saigon after again visiting the entire Annamese coast.

He has ascertained that no Russian men-of-war have returned to French territorial waters since May 14, when they left.

The Vladivostok Squadron.

A telegram which reached Tokyo from Hakodate on May 11 says that the sailing vessel "Etoku maru" encountered two Russian war-ships—one with three masts and four funnels and the other a two-masted with four funnels—twenty miles north-west of Hakodate, about 100 miles from May 9. They were steaming in the direction of Hakodate. The "Etoku maru" was stopped and examined by the Russians, but was allowed to proceed.

The war-ships may have been the "Gromozd" and "Rogov," though they have each three masts and four funnels. The recent destruction of a sailing vessel by the Russians has been duly reported at Vladivostok, and it appears that in addition the torpedo-boat captured another vessel, which they took into Vladivostok as a prize. A telegram has been received at a Foreign Office, Tokyo, to the following effect:—

'According to a report made to the Tsar on the 7th instant by General Linvitch, the Japanese sailing vessel of Shiratsubo, which was captured by the Russian vessel 15 miles off the shores of Japan. The latter was sent as a prize to Vladivostok, the crew (9) being retained on board the torpedo-boat.'

PORT ARTHUR REMINISCENCE.

How Russian Ships were Repaired.

It is interesting, even as long after the event as it is, to know, from descriptions written by Russian officers engaged in the work how they managed throughout the siege, with only one dry dock at their disposal, to repair their ships as they did. The *Scientific American* gives some remarkable particulars in this connection, remarking that the total 5th of February two battleships and one of the finest cruisers, and the disablement of another battleship and three cruisers by shot holes below the water-line. Diagrams are given of the kind of mines laid by the Japanese which were "anchored" to the bottom of the harbor. Another diagram shows graphically how the ill-fated "Petropavlovsk" came to her end.

The Japanese having noted carefully the course taken by the Russian vessels when they emerged from the harbor, laid floating mines connected with cables along the route. The "Petropavlovsk" ran into one of these cables, and thus brought one of the mines back against her port side, and two others (there were three in the string) further astern on the starboard side. Her explosion is supposed to have exploded the magazines.

This was the kind of thing which the man in the street had expected from torpedo action. Yet the Russians had four battleships and a large cruiser which, though hit, neither blew up nor went to the bottom, but were miraculously repaired, and even went out again to battle. It was the cruiser "Pallada" which was first taken into dock after the disastrous first night. The "Tarevitch" and "Revisan" were taken into the inner harbour, and their gaping wounds closed by the sons of work.

It was not till April that the "Pallada" was done with. The two battleships were ready for sea again in June. The "Petropavlovsk" which also was damaged by contact with a mine, when Admiral Makarov went down, was similarly repaired. Later the "Sevastopol," sent outside to drive off cruisers that were shelling the fortifications, also met with mishap, and had about 400 square feet of her starboard side about the foremost blown in about 7 feet below water-line. The uninitiated such damage would be to be inevitably fatal, yet this terrible blow was borne without sinking. The cruiser was made of 9 by 9 timbers, tugged and grooved and dovetailed. It stood out a distance of 10 feet from the hull and had a total depth of from 30 to 35 feet, the length being about 75 feet. Inside this construction the repairs proceeded, and the whole work was done in six weeks; during part of which time the ship was exposed to the Japanese fire. But fate was against the "Sevastopol." On September 20th she was again outside the harbor, and again ran upon a mine, being struck in precisely the same spot as before. This time it took two and a half months to right her, and by that time the terrible 11-inch shells had begun to hit. One smashed up the bridge just above the mainmast, letting in water. Yet the work steadily continued. Altogether, during the eleven months of the siege, 147 of these mines were exploded, of which those that missed the ships would explode against the masonry of the dock and scatter death-dealing fragments around the Russian dockyard. It may well look back upon their record with calm complacency for if ever men did their duty nobly and well they did and their experience cannot fail materially to modify the opinions of the world as to the vulnerability of battleships.

VICTORIA DAY.

Price Distribution at Rowdon School.

A beautifully fine morning favoured the ceremony at the Rowdon British School this morning when His Excellency the Governor attended to distribute the prizes won during the last school year. The school year actually closed about Easter but owing to the approach of Victoria Day it was decided to postpone the distribution until to-day in order to more fittingly remind the children of the occasion. Thus the occasion was more than ordinarily important in the history of the school, not only because of the prize giving, always a red letter day in school life—but because for the first time the awards were handed to the children by a representative of His Majesty the King, and because of the day and all that it stands for in the annals of the British Empire.

The school room, in which the ceremony took place, was suitably decorated for the occasion and reflected great credit upon Mr. B. James (Head Master), Mrs. Nell (Head Mistress) and their staff. The Union Jack flew from the flagpole outside in front of the building and inside the same flag was everywhere in evidence. His Excellency's chair had a miniature flag pole attached to it from which floated the British flag, and three Union Jacks draped the wall behind the table at which he was seated. The walls round the room were also suitably decorated and a pleasing effect was lent to the whole room by a judicious display of ferns and other greenery.

At about 10 o'clock His Excellency arrived, attended by Mr. R. A. B. Pendergast, and was received by Mr. James and conducted into the room where the children were seated in waiting. They immediately rose from their seats and greeted the visitors by singing a bar of the National Anthem. Having resumed their seats His Excellency distributed the prizes according to the list published below, giving a word of encouragement to each of the little scholars. The children joined in singing "The Flag of Britain," which the remainder in very pleasing manner.

His Excellency then, addressing the children, said:—

Children—I will not keep you long as to-day is a holiday and it is time that you should get away from school to enjoy it. The reason for the holiday is the anniversary of the birthday of Queen Victoria who, during over sixty years that she governed the British Empire, set a noble example to all her subjects, and to serve her, she served the world. It is in the best sense and deserving her name, that she has given you this day off.

It is the highest interest of the State and public life that you should be right. Very few persons anywhere in the world to high positions and to modest as is not given to the great majority of the people. It is in all of us to do our duty, to conquer inclinations to be lazy, rebellious and selfish, and to aim at energy, discipline and self-sacrifice. It is these qualities that make and preserve an Empire. It has been said that the child is the father of the man, meaning that in youth the qualities acquired that take a man or woman through life. If you do not acquire good qualities as school boys or school girls, you will not have them when you are grown up. If, therefore, you wish to help the Empire, if you wish to make your life a blessing to the future as well as a recollection of the past—you will work at your lessons, obey your teachers and parents, and do always what is right. Each time you do what you dislike, if it is right, and refrain from doing what you like, if it is wrong, you are doing your part for the strength of our own character and you do a service to the Empire. For the greatness of a nation does not depend on its size, the number of its inhabitants or its wealth. It comes from the physical, the mental and the moral strength of its people.

At the conclusion of His Excellency's speech the children sang the whole of the National Anthem which terminated proceedings. Mr. E. A. Irving (Inspector of Schools) was present.

The following are the list of prize winners:—

UPPER SCHOOL.

Form IV: Form Prize, O. Hume; Scripture, J. Cowan; English, G. Hume; Mathematics, C. Hume; Needlework, E. Tait.

Form III: Form Prize, L. Vanstone; Scripture, L. Vanstone; English, L. Vanstone; Mathematics, L. Vanstone; Special, A. Macdonald; Special, V. Cowan.

Form II: Form Prize, A. Martin; Scripture, A. Martin; English, L. Vanstone; Mathematics, L. Vanstone.

Form I: Form Prize, A. Christensen; English, A. Christensen; Scripture, A. Christensen; Special, E. Packham; Needlework, E. Packham; Special, L. Logan.

LOWER SCHOOL.

Class I: Conduct Prize, Mary Wilson; Needlework, Mary Wilson; Writing (2nd), Mary Wilson; Arithmetic, George Focken; Writing, George Focken; Reading, H. H. Newton; Scripture, Phyllis Newton; Grammar and Recitation, J. McEwan; Regular Attendance, J. McEwan; Drawing, Donald Logan; History, Henry Stewart; Reading (2nd), Eva Packham; Spelling and Dictation, E. G. Macdonald; Arithmetic (2nd), A. Macdonald.

Class II: Conduct Prize, R. Langley; Needlework, R. Langley; Writing, R. Langley; Arithmetic, L. Strangman; Reading and Recitation,

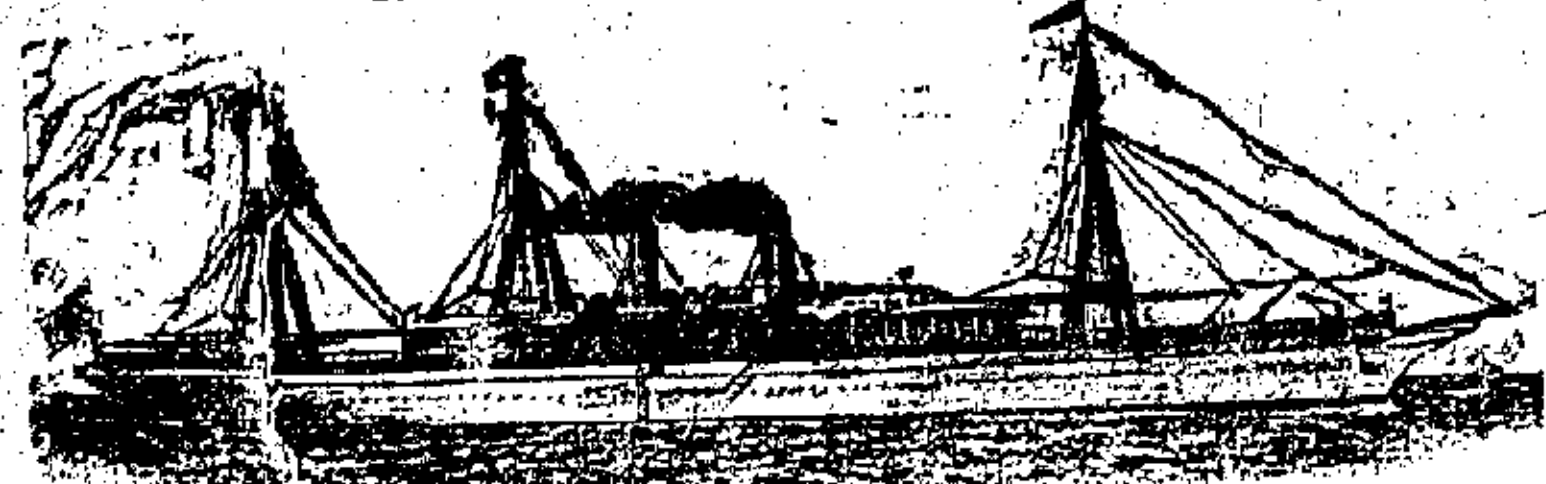
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PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
THAM, via SHAL, MOJI	PALEMA	About 27th May.	Freight only.
AND ROBE (passing through the INLAND SEA.)	G. W. COCKMAN, R.N.R.		
SHANGHAI	NUBIA	About 2nd June.	Freight and Passage.
	F. G. TILLARD		
LONDON, &c.	MALTA	Next, 3rd June.	See Special Advertisement.
	R. A. PERCE		

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 24, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Sailing 8 to 7 Days across the Pacific.
Proposed sailings from Hongkong, (Subject to Alteration.)
R.M.S. EMPRESS OF INDIA 6000 Tons. Wednesday, May 31.
R.M.S. EMPRESS OF JAPAN 6000 Tons. Wednesday, June 1.
R.M.S. EMPRESS OF CHINA 6000 Tons. Wednesday, July 5.
R.M.S. EMPRESS OF JAPAN 6000 Tons. Wednesday, July 12.
R.M.S. EMPRESS OF CHINA 6000 Tons. Wednesday, Aug. 2.
Hongkong to London, 1st Class, via St. Lawrence £60. via New York £82.
Intermediate on Steamers, £40. via St. Lawrence £42.
and 1st Class Rail, £20. via New York £22.

THE magnificent 'EMPEROR' STEAMSHIP, passing through the IZUMI LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. F. BROWN, General Agent,
Pedder Street.
Hongkong, May 24, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON.
ARAGONIA	5188	SCHULTZ	May 31, 1905.
NICOMEDIA	4370	WOLFE	June 26, 1905.
NUMANTIA	4870	BRUNER	July 16, 1905.
ARABIA	4483	MURPHY	Aug. 6, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, May 24, 1905.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, AND SOUTH
CHINA COAST PORTS & FORMOSA.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	PROTEUS	SUNDAY, May 28, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	TRIUMPH	TUESDAY, about May 30.
ANPING, Via SWATOW AND AMOY.	MILFORD	WEDNESDAY, about May 31.
TAMSUI, Via SWATOW AND AMOY.	PRITHVI	SUNDAY, 4th June, 8 a.m.

For Freight, Passage and further information, apply to
BRADLEY & CO.,
LAT.

OSAKA SHOSHEN KAISHA.

Hongkong, May 24, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWNEAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains	To Sail.
FLAIDES	3765	F. G. Purinton	About June 30.
SHAMUT	3606	E. V. Roberts	About July 12.
TRENTON	3606	T. W. Galtick	About Aug. 8.

! Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
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The Twin-screw s.s. Shamut and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried to cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to
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QUEEN'S BUILDINGS,
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OCEAN STEAM SHIP COMPANY, LIMITED,
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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	HYACINTH	28th May.
GLASGOW AND LIVERPOOL	GLAUCUS	28th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.
GLASGOW AND LIVERPOOL	GLAUCUS	18th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP, ROTTERDAM	HYACINTH	8th June.
* GENOA, MARSEILLES & LIVERPOOL, DUBLIN	GLAUCUS	20th June.
AMSTERDAM, LONDON & ANTWERP, ROTTERDAM	HYACINTH	4th July.
LONDON, AMSTERDAM & ANTWERP, ROTTERDAM	GLAUCUS	18th July.
LONDON, AMSTERDAM & ANTWERP, ROTTERDAM	GLAUCUS	18th July.
LONDON, AMSTERDAM & ANTWERP, ROTTERDAM	GLAUCUS	18th July.
LONDON, AMSTERDAM & ANTWERP, ROTTERDAM	GLAUCUS	18th July.
LONDON, AMSTERDAM & ANTWERP, ROTTERDAM	GLAUCUS	18th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via HONGKONG, NAGASAKI, KOBE & YOKOHAMA	GLAUCUS	21st June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 24, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG	SENGKANG	26th May.
SHANGHAI	PAOTING	26th May.
SHANGHAI	WUHU	27th May.
SWATOW, WEIHAUW, CHEEFOO, KASSU	SENGKANG	27th May.
AND TIENTSIN	PAOTING	27th May.
CEBU & LOILO	KASSU	27th May.
MANILA, LAMBOANG, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	3rd June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unvalued Table, A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES. Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, May 23, 1905.

HONGKONG—MANILA.

Highest-Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon—amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	May 27, at Noon.
RUBI	2540	A. H. Nottley	Manila	June 3, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
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HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND
SUEZ CANAL.
(With Liberty to Call at the
MALABAR COAST.)
S.S. NORDPOL About 15th June.
S.S. INDRAMADI About 25th July.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
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SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

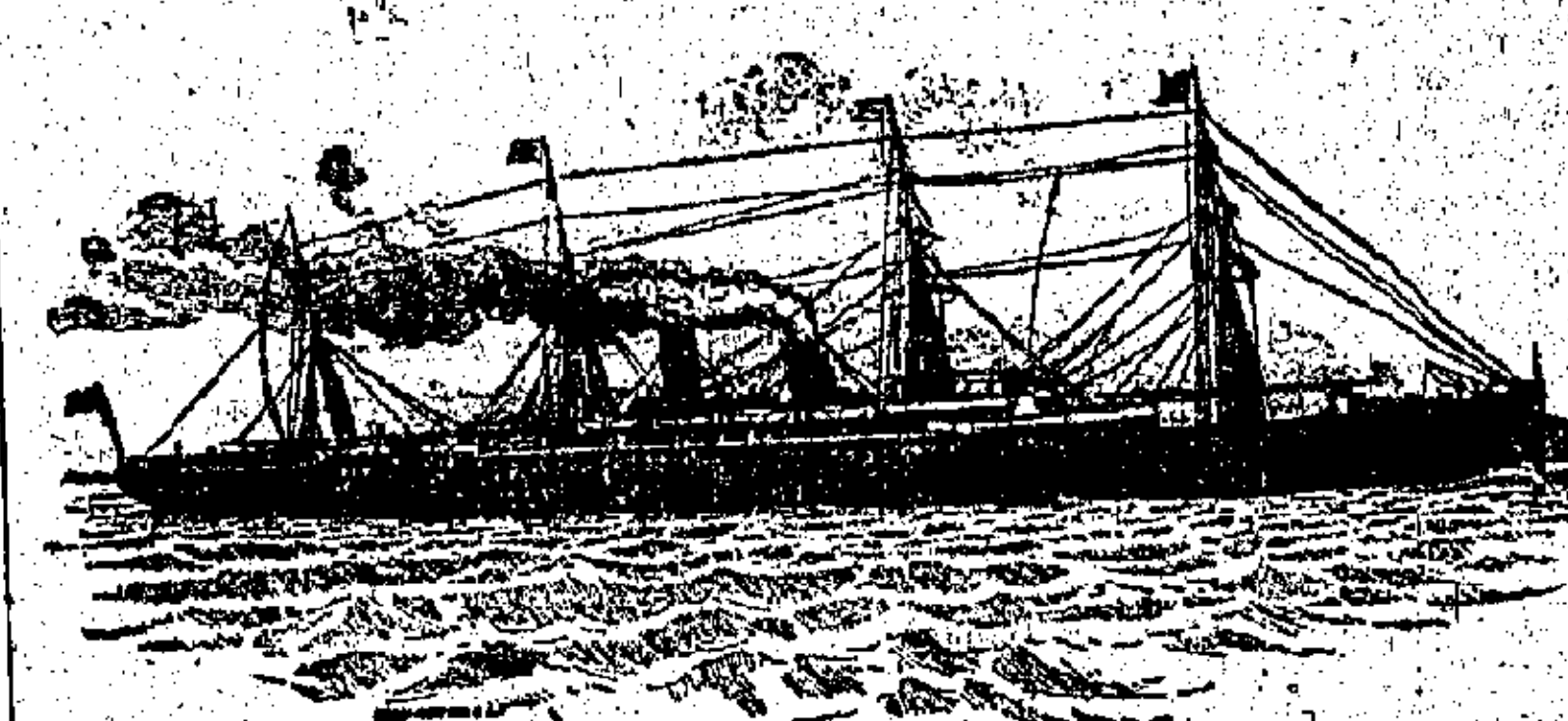
THE following Chartered Steamers will run at Intervals of about 3 Weeks—			
S.S. SWANLEY	Captain	J. P. DAWSON
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S.S. SIKH		J. BOWLEY
S.S. SORALA		GEORGE SHEPHERD
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S.S. CATHARINE PARK		COE
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PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.
U.S. MAIL LINES.
VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
MANCHURIA	13,000 Gross Tons. TUESDAY, 30th May, at Noon.
KOREA	12,000 " THURSDAY, 13th June, at Noon.
COTIC	4,500 " THURSDAY, 22nd June, at Noon.
SIBERIA	11,284 " THURSDAY, 6th July, at Noon.
MONGOLIA	13,659 " THURSDAY, 18th July, at Noon.
OBINA	5,060 " FRIDAY, 28th July, at Noon.
DORIC	4,784 " FRIDAY, 11th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship MANCHURIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 30th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.
E. W. TILDEN, Agent.
Hongkong, May 24, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	YUENSANG	FRIDAY, May 26, at 4 p.m.
* SHANGHAI, via NINGPO, AMOY	AMARA	SATURDAY, May 27, at 3 p.m.
* SINGAPORE, PENANG, LAISANG	LAISANG	TUESDAY, May 30, at 3 p.m.
AND CALCUTTA	LAISANG	FRIDAY, June 2, at 3 p.m.
TIENTSIN via CHEFOO, BEANG	BEANG	FRIDAY, June 2, at 3 p.m.
* SINGAPORE, SOUW, HINJANG	HINJANG	FRIDAY, June 2, at 3 p.m.
BATA & SAMARANG	HINJANG	FRIDAY, June 2, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
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755

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship
CAPTAIN ROACH, will be despatched for the above Ports on THURSDAY, the 15th Inst., at 10 a.m.
For Freight or Passage, apply to
DOUGLAS, LAFRAIK & Co.,
General Managers.
Hongkong, May 23, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
CALÉDONIEN, will be despatched for the above Ports on or about MONDAY, the 29th May.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 23, 1905.

1021

MESSAGERIES MARITIMES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS.)

THE Company's Steamship
MARIA VALERIE, Captain BRERETON, will be despatched for the above Ports on THURSDAY, the 1st June, 1905, at 1 p.m.

This Steamer has special accommodation for passengers, Electric Light and carries a Dock.

For information as to Passage & Freight, apply to
SANDER WIELER & Co.,
Agents,
Prince's Building,
Hongkong, May 5, 1905.

913

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
EASTERN, Captain FLINT, will be despatched for the above Ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A daily qualified Surgeon and Stewardsess are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 3, 1905.

110

Shipping.

FOR KOBE AND YOKOHAMA.

THE British Steamship
SAINT HILDA, Captain W. JONES, will be despatched for the above Ports on or about TUESDAY, the 30th May.

For Freight, apply to
BRADLEY & Co.,
Agents.
Hongkong, May 23, 1905.

1013

STEAM FOR
STRAITS SETTLEMENTS, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PERCE, carrying the Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 3rd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. India.

7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 16th July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The conditions and value of all packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, May 20, 1905.

1006

PEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENMOHR, Captain WILSON, will be despatched for the above Ports on or about 6th June, 1905.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 23, 1905.

1014

FOR NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship
KENNERCO, will be despatched for the above Ports on or about 6th June, 1905.

For Freight, etc., apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4 Des Voeux Road Central,
Hongkong, May 18, 1905.

873

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM MIDDLEBOROUGH, ANTWERP AND LONDON.

THE Steamship
MONMOUTHSHIRE, Captain G. E. WATSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 25th Inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, May 23, 1905.

1018

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Laizang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside the Godowns, and that the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th Inst. will be subject to rent.

All Consignees of the Steamship must be present to receive their Goods on or before the 31st Inst., or they will not be re-accepted.

All broken, chafed, or damaged Goods are to be left in the Godowns, where they will be examined on the 31st Inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, May 22, 1905.

1010

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP BENLOMOND, FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, and in the Godowns of the Company's s.s. India, will be subject to rent.

All Consignees of the Steamship must be present to receive their Goods on or before the 31st Inst., or they will not be re-accepted.

All broken, chafed, or damaged Goods are to be left in the Godowns, where they will be examined on the 31st Inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 23, 1905.

